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1A 1. REF	MESSAGE. DELAY IN ANSWER	ING DU	E TO NON-RE	CE IPT	25X1A
OF MESSAGE UNTIL					
AS FOLLOWS:	SIGCEN NOTE: ABOVE MSG	DELAYEI	O IN TRANSM	ISSION	
DUE OPERATOR AT	DROPPING BALL NH"				25X
2. DESCRIPTI	ON OF CELL TACTICS ARE AS FO	DLI.OWS:	NO. I AII	RCRAFT	
NO 2 & A AIDCO	WX SCOUT) AND WAS AT FL310 F	for Joi	N UP WITH		
	AFT (WHO FLEW IN CELL TO ARC		HE THREE		
	BLK FL 280-290 AT ARCP. AF				
	L AIRCRAFT IN TRAIL, NO 4 C LIMBED TO FL 325 WHEN CLEAR				
TWO CELLS OF TWO	IMBED TO FL 31.5 WHEN CLEARS	ED BY	NO. 3. THI	S LEFT	
ALL AIRCRAFT REMA	INED IN TRAIL POSITION DURIS	NG FYDE	VTERPLANE F	REQUENCY	•
	TOPSECRET	MG LTKS	CHOOSE &	US.	9
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THE PROPERTY OF THE PARTY OF TH	by other than the issuing office i	is prohii	BITED. COPY N	0.	

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IN 80699 I	315) T 0	PSECRE	T	PAGE 2	
AFTER FIRST CELL	DESCENDED AND AC	CELLERATION	DOWN TRACK, TH	E	
SECOND CELL DESCE	NDED TO FL 310 -	315 AND MAD	E RENDEZVOUS W	ITH	
SECOND RECEIVER.	AT END AF, THE	FIRST CELL D	ESCENDED TO FL	280 AND	
PROCEEDED TO KADE	NA ON A ROUTE TH	at took them	WELL CLEAR OF	THE	
REFUELING TRACK D	URING SECOND AIR	REFUELING.	FLAT ALTITUDE	FOR A CELL	
IS COMMON PRACTIS	E HENE AND AT DI	RECTION OF C	ERAP. SECOND	CELL FLEW	
NORMAL PROCEDURES	DUFING AR, END	AR AND RETUR	N TO KADENA.	THIS WAS	
ALL COORDINATED W	IT A	PRIOR TO LA	AUNCH. CREWS	T KOROUGLY	25X1A
BRIEFED PRIOR TO					
3. SINCE TIFC	DEPARTED LAST N	IGHT, UNABLE	TO DETERMINE	WHETHER	05V4A
HE BRIEFED	OR NOT.				25X1A

- 4. ALL FOUR CREWS DEBRIEFED AND THEY ALL STATED THAT IT WENT LIKE CLOCKWORK. BOTH RECEIVERS REPORTED EXCELLENT RENDEZVOUS WITH NO PROBLEMS AT ALL. EACH CELL USED A DIFFERENT COMM. PLAN. BUT COMMON INTERPLANE UNITL FIRST CELL DEPARTED ARCP.
- 5. OBVIOUS SUCCESS OF USE OF UNORTHODOX TACTICS INDICATES 903 TTF COVIINUED ENDEVER TO IMPROVE SAC AIR REFUELING PROCEDURES. VIOLATION F REGULATION IS OBVIOUS (I.E. CONTROL-TIME WITHIN 40 MINUTES, ALTITUDE SEPARATION). MISSION REQUIREMENTS DICTATE TACTIC TO BE USED. MISSION REQUIREMENTS WERE NOT KNOWNUNTIL VERY LATE IN THE GENERATION CYCLE. IT IS OUR CONSIDERED OPINION THAT THE INTENT OF SAC DIRECTION WERE NOT IN ANY WAY VIOLATED FOR THE FOLLOWING REASONS:
  - A. COMPREHENSIVE BRIEFING OF TANKER CREWS.
  - COMPREHENSIVE BRIEFING OF A-12 CREW WITH TIFC IN ATTENDANCE.
  - C. COMPLETE WRITTEN DETAILS PROVIDED EACH CREW.
  - D. SEPERATE CAR PLAN.
  - COMMON INTERPLANE FREQUENCY. Approved For Release 2002/05/06: CIA-RDP69B00041R001300060012-6 TOPSECRET

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, 2,14	F.	COORDINATED WITH 25X1A	3 M&:W	Ü
25X1A	G.	SAFETY WAS PARAMOUNT.	25X1A	
23/1/	6.	WILL BE REBRIEFED ON THIS INCIDENT.		
T	PSE	E C R E T TOR 161139Z DEC67		

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